

JAGUAR

ENTHUSIASTS CLUB *SOUTH WALES REGION* MAGAZINE

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Masterson's WORDS

By Colin Masterson

It is exciting to see that Jaguar Land Rover (JLR) has enough confidence in the future to open its first overseas engine plant, announced on 15 July, picking China for the investment. It already operates a plant in China as part of a partnership with Chery. The new facility was part of a £1.2bn (\$1.6bn) investment with the Chinese carmaker.

"The new engine plant demonstrates Jaguar Land Rover's long-term commitment to the Chinese market, providing customers with an exciting range of vehicles and powertrain options, as well as to its joint venture," JLR said in a statement. The site will make the new Ingenium 2.0-litre four-cylinder petrol engine. China was JLR's fastest growing market in 2016, accounting for 20 per cent of global sales.

JLR, owned by India's Tata Motors, is rapidly expanding its production levels and model line-up and decided in 2015 to build a major new plant in Slovakia, rather than expand its operations in Britain. Earlier this month, the carmaker said it would build its new E-PACE compact sport utility vehicle in Austria and China, the first car made for global sale to be built outside of Britain.

Sales were up year-on-year in China (30%) and North America (16%), while remaining stable



in Europe and down in the UK (14%) including the timing impact of Vehicle Excise Duty introduced in April 2017.

In 2017/18 financial year, Jaguar Land Rover plans to invest more than £4 billion on exciting new products, innovative technologies, and increasing manufacturing capacity.

Colin Masterson

Colin Masterson

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REGIONAL NEWS

By Colin Manconi

This month we missed going to a couple of our usual events. The first one is Sherborne Castle, the Classics at the Castle. This is always a very good show with over 1600 classic cars attending and we normally have a joint Jaguar stand with the Dorset and Bristol Regions in the centre of the show-ground. We have over 40 Jaguars on it and have won many awards for our stand in the past. This year the organizers changed it from a one day event, Sunday, to a two day show, Saturday and Sunday. They then dictated that not only did we have to pay over £400 in advance for the stand and that if we did not occupy it on both Saturday and Sunday then the stand would be moved to the bottom of the field, a long way away from the main events! After speaking to the regional reps from both Dorset and Bristol we decided that it was impossible for us to meet the organizers demands so with great regret we agreed that we would not have a Jaguar Stand at the show. I have also been told that the other big stand, the Ferrari Club was also not there this year. Perhaps the organizers will dwell on this problem for next year?

The other event that we missed was the Castle Combe Action Festival. We have been going to this event for over 20 years and have won many awards for best club stand. It has always been a classic car event but unfortunately they have now changed it to a performance car event. We have always been based in the Paddock in the centre of the circuit, with the entry tickets free, but now we are being asked to pay over £150 for 10 tickets if we want to be in the paddock. I did obtain 10 free tickets but the organizers put our stand on the far side of the circuit miles away from the action. A couple of our members did attend and said it was rubbish with mostly modern cars and they would not go again.

This is a problem that I am having with lots of events wanting to charge for tickets. Being on the JEC events committee I know how expensive it can be to put on these shows but at the end of the day without our cars there is no show. We still have to pay for petrol, food and spend our time attending these events so I feel the organizers need to find some way of compromising with the Clubs!

SILVERSTONE CLASSIC

This is billed as the "Biggest Classic Motor Racing Festival in the World" with over 10000 classic cars attending and 24 classic races over the weekend with over a 1500 classic cars racing.

Peter in his XKR, Scott in his XK8, Keith in his XK150, Dave & Ruth in their XK8, Leigh in his XKR, John, Terry, Neville and Colin Masterson in their E Types, and Michael and myself in the XJ220 all met at the Old Seven Bridge early Friday morning for the trip up to Silverstone. Mike and Helen in their MK10 were coming up later as was Andy who was coming up with a friend in an Aston Martin. Peter kindly came to our house on the way to pick Michael and my luggage, there is no room in the



220 for any luggage. Thanks Peter!

This year the weather forecast was good and we had a good run to Silverstone, stopping to fill up with petrol and sandwiches, as the food at Silverstone leaves a lot to be desired. We were welcomed on to the JEC stand, which was situated on top of the banking just past copse corner, by James, Rob, Letitia and Helen who had set the stand up the previous day.

There is so much to see that you do need the three days to see it all. We spent some time walking around all the auto jumble stands and admiring some of the classic cars and also helping out on the club stand.

Michael and I jumped on the bus to the new International pits. On the Saturday Don Law, who purchased all the parts and rights to the XJ220 off Jaguar many years ago, had organised a 25 anniversary meeting for the XJ220. The most we have ever had together was 11 cars but Don was forecasting 35 to 40 cars! Sure enough there were over 20 parked undercover in the centre of the pits.

At about 4.30 before we left the circuit we took the XJ220 over to the pits and parked it up alongside the others. I think it is safer there than parked in a hotel car park! Peter and Scott kindly drove us back and fore to our hotel. Thanks both. We stayed at a different hotel this year a Travelodge at Upton. It was very good, slightly closer to Silverstone, the rooms larger than our usual hotel and I

think we will use it in future. The JEC organisers also stayed in the hotel, so for the evenings I had booked a local restaurant for the meals. It is sometimes nice to stay at Silverstone on the Friday and Saturday nights to listen to the music and watch the Group C racing in the dusk, but most of the restaurants are shut by the time we get back.

On Friday evening we organised a five taxis to take 21 of us to the Cromwell Cottage, Kislinbury to have very pleasant meal with James, Jennie, Rob, Letitia and Helen from the JEC. Every year we have problems getting taxis back to the hotel after the meal but this time I found a good local taxi firm and booked them in advance and sure enough they all turned up.

We were up early on the Saturday morning and drove straight into the circuit without any holdups. Michael and I had been excused any duties on the JEC stand so we could attend the XJ220 anniversary. We headed straight over to the International Pits to check on the car and see how many others would arrive. Don came straight over to welcome us and asked me to move a Swiss registered 220 from under the awning and put my car there. As I was about to jump in the Swiss car Mike shouted over "dad its left hand drive "I was getting in the wrong door! We soon had it moved and lined them up with the others.

More and more 220s arrived and by late morning 40 cars were assembled in front of the pits. Amazing to see all the cars together of all the different colours they were manufactured in. Don had managed to get the 3 Le Mans cars plus the Martini livered car together. The Japanese owner of one of them had just had it returned to Japan but when he heard of the anniversary he crated it back up and sent it back over.

We were promised a couple of Parade laps around the circuit. It was the usual format, we had to sign a disclaimer, you had to follow the Parade car, you must not overtake, you must not hang back



and then speed up. I was not really looking forward to it. It normally means that there is lots of hanging about and then you have a couple of very slow parade laps. Michael and I came out of the paddock right behind the Le Mans Cars and low and behold there was no sign of the parade car! So the race cars all floored it and we followed suit. We had almost half a lap before we caught up the parade car and then there was some frantic braking! Then the parade car disappeared again and we had another fast run until we caught it up. As you may be aware up until recently there has not been any new tyres available for the 220 since 1992 so my tyres were protesting like mad on some of the corners. I am going to have to buy some new ones. The boys said I had a big grin on my face when I returned to the pits.

Jaguar Classic had a hospitality marquee in the pits and in the morning Michael and I spent an interesting half an hour with Tony O'Keeffe of Jaguar Classic. He extended an invitation for a champagne reception after the parade in the marquee. We managed to get many of our members into the reception, unfortunately Andy with his newly purchased Aston Martin jumper slipped in as well! Then he had the cheek to complain when I drank his second glass champagne. You should not leave it unattended! I thought I had taught you better than that. Keith Helfet and Jim Randle the original designers of the car gave a very interesting talk about how the car was designed. Jaguar had the original V12 prototype at the rear of the marquee. With that include there were 41 XJ220 together the most ever. Well done Don and Justin Law.

Silverstone Auctions had a very interesting auction as usual with many Jaguars for sale. Michael and I met Arwel Thomas, one of the classic car consigners, who is from West Wales and he kindly supplied us with some catalogues to enter the auction. We met the rest of the boys inside where Andy bid on and won an Aston Martin sign and Peter a Maserati sign. (What about a Jaguar Sign?).



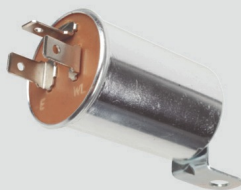


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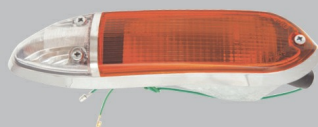
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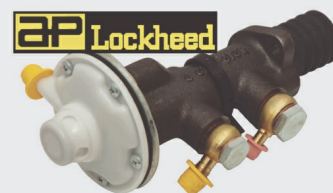
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In the evening the twenty one of us again went to the Cromwell Cottage for a very nice meal. Andy was again boasting about his new Aston Martin and taking some stick about why he did not come in his Jaguar until Neville and Rob persuaded four young girls on another table to rush over to him saying "We hear you are an Aston Martin owner can we have your autograph" Of course he promptly gave them it. He has no shame that boy!

Sunday was another fine day and we spent it helping out on the club stand selling raffle tickets for the charity car and walking over to the far areas to see the different club stands.

Then it was all over. We helped the JEC pack up the stand and then had a good run home even though we encountered some heavy rain.

The show next year is provisionally on the 20-22 of July 2018. If you need hotel rooms please let me know as I will be booking them soon.

A full report on this event is on page 22.

SOUTH GLOUCESTER SHOW

The event was held on the 5th & 6th August at the Windmill Fisheries Showground, Westerleigh Road, Bristol.

About a dozen of us met up as usual at the Chepstow turn off at the old Seven Bridge all in Jaguars except Andy who turned up in his new Aston Martin. Despite being told he could not park with us and to go home and bring his Jaguar he followed on at the end of the line. It was a nice day and we had a good run up to the showground.

When we arrived the Bristol Region of the JEC had set up the stand and we joined them and put up our gazebo alongside theirs. Paul soon had the bacon rolls cooking and once we had eaten them we took a walk around the showground.

There is so much going on with a large fairground, lots of different food stalls, an Art and



Craft marquee and a large beer tent and over 400 classic cars were at the event.

Also in the arena there was Steve Colley Motorbike Display, the Rockwood Dog Display and the Ham National, Five pigs racing!

The Bristol Motor club returned with the Autosolo competition to show off your driving skills and some of our members went on SJ Cooks Dacia Duster 4X4 experience. We also had a shoot off in the clay pidgin to see who would buy the ice creams!

A full report on this event is on page 29.



JEC CLASSIC NOSTALGIA AT SHELSLEY WALSH

This event was held on Saturday the 22nd and Sunday the 23rd of July. This was a new event for the JEC at Shelsley Walsh. Michael and I drove up on Saturday in his F Type to help on the JEC stand. Not having been to Shelsley before we relied on the Sat Nav to direct us and I think it found some country lanes which the last vehicle along there was Boadicea Chariot! Sat Nav's have their uses but they do tend to use the most direct route which often is not the best route. We arrived quite early to find James had started to set up the JEC van with the new awning on it. The van looks quite spectacular having been wrapped with different designs of classic Jaguar cars. The awning has also been sign written and the combination of both is something to be seen. Our region had a hand in both as Michael's company did all the art work and supplied the designs of the classic cars.

We soon had the stand set up with the charity car alongside. Rob and Letitia had been to Sturgess Jaguar and purchased a lot of last year's Jaguar Collections clothing so there was a bit of rummaging around in their boot to see what bargains there were to be had!

The Shelsley site is quite spectacular with the hill climb in front of our stand and the paddock at the bottom. At the front of the paddock is the main arena with a stage, a dance floor and a large



sitting area with table and chairs with small shops and cafes enclosing it all. Later on in the day a great band was playing 50s and 60s music with dancers in period clothes, jiving and dancing to the music. Lots of people arrived in their classic cars dressed in period.

Soon the stand was filling with some great classic Jaguars. Graham and I did a quick bacon rolls and coffee run, you have to keep the staff happy, and had a quick look around the paddock. There were some very interesting cars, including many Jaguars and of course you could walk anywhere to look at the cars.

The day was soon over and we followed Graham Searle back as he knew a quicker route direct onto the motorway.

I travelled up by myself on Sunday, in the XKR, using the motorways and was first to arrive so I opened up the awning and started setting up the stand. Soon Graham, Helen, Rob and Letitia appeared.

We had almost twice as many cars on the Sunday and the stand looked great with such a



variety of Jaguars from classic to modern.

I was surprised when Scott, John and Leigh appeared as I did not think any of our members were going to attend!

At lunch time Graham and I walked to the arena to see if the local ale was any good, it was, and we were amazed at the number of people who were enjoying themselves, dancing, drinking and just sitting in the sunshine listening to the music. A great event well worth attending.

See full article in next months magazine.

OUR NEXT SHOWS ARE:

THREE COCKS STEAM & VINTAGE RALLY

This is on Sunday the 13th of August and is organised by one of our old members Howard Harper. It is a great show with a lovely run to the showground. Please see me if you require an entry form.



PONTHIR MUSIC & CAR FESTIVAL

This is being held on the 27th of August at the cricket ground at Ponthir near Caerleon. It is being organised by Andy Webber so please come along to support him. There is a very nice hog roast stand which also has a nice selection of beef burgers and hot dogs, a bar and lots of different acts on the stage playing a wide variety of music.

JEC BRISTOL REGION BBQ

This is an annual event which we have been attending for many years. It is a great barbeque and it is good to meet all the Bristol members and chat about our favourite subject "Jaguars". It is being held on the 10th of September. Would you please let me know if you intend to go as I have to notify the Bristol Region of the number going?

THE BIG WELSH CAR SHOW FOR LEUKAEMIA RESEARCH

This is being held at Chepstow Racecourse on the 17th of September. It is a new venue to replace Margam Park. Tickets have to be ordered on line, type in "The Big Welsh Classic Car Show" for the Bloodwise website.

THREE COUNTIES CLASSIC CAR SHOW AT MALVERN

This is on Sunday the 8th of October at the Three Counties Showground at Malvern. We normally attend this show every year. It has to be booked in advance and the cost is £4.00. If you intend to go please let me know and forward the £4.00 so I can apply for tickets.

JAGUAR INTERNATIONAL SPARES DAY AT STONELEIGH

This is on Sunday the 8th of October at Stoneleigh Park Exhibition and Conference Centre, Stoneleigh Warwickshire. It is probably the biggest Jaguar Spares event anywhere in the world. Unfortunately it clashes with the Three Counties Show at Malvern so you will have to decide which one to attend.

CASTLE COMBE AUTUMN CLASSIC

Held on Saturday 7th October 2017, this popular event returns for another year, the quality of cars and racing have been compared to Goodwood but not as crowded and with that typical friendliness that sets Castle Combe apart from other circuits. It also represents exceptional value for money at the early bird price of only £15 (£10 Senior) per person including a free programme!



Since its inception the JEC Pre-66 Race for the Norman Dewis Trophy has been one of the highlights of the event for its close and entertaining racing. The other six races present a mixture from the very ancient Vintage sports cars to sixties single-seaters in the shape of the popular Formula Juniors. New to the 2017 Autumn Classic is the GT and Sports Car Cup for pre-1966 GT and pre 1963 Sports cars, while the crowd-pleasing 500cc Formula 3 cars return once more, joining the historic Aston Martins and a huge grid of 1950s sports cars for the Fiscar Inter-marque race.

Alongside the racing over 30 car clubs attend providing a varied selection of classics to see.

The JEC has the largest stand which you can join in any age of Jaguar! But you must pre-book via the Club. So ring on 0117 969 8186 to secure your place or book online at: www.jec.org.uk/events/castle-combe-autumn-classic-2?form=true#cta

Early bird bookings close on 8th September so don't delay.

JEC TRACK DAY AT CASTLE COMBE

Ever thought of trying your car on the track or just want to experience the thrill in the hands of a professional tutor? Well now you can!

Held on Wednesday 25th October 2017, our Autumn Track Day at Castle Combe not only can you buy a whole day of track activity but you can purchase 15 minute sessions for just £25 per session, giving you the chance to see if you like the experience. You can also choose to go out in your own car with one of our professional tutors, then have a go yourself. Share your car with a friend to keep costs down. Or why not come along as a spectator - its free! It is always fun to watch and the restaurant is open.

We also hope to have some special Jaguars there to give that special track experience to spectators as well.

So join us at our Autumn track day. This event is open to all, giving enthusiasts the opportunity to explore the performance of their car at this famous & interesting circuit, in a safe, controlled environment. Passengers are welcome to share the experience. If required, professional tuition is included to get the best from your car in ideal conditions: no speed cameras, pedestrians and (hopefully) nobody coming the other way!

For more info go to:
<https://jec.org.uk/events/jec-track-day-castle-combe>

NEWS

What's going on in the world of Jaguar & Jaguars



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The XJR575 is the new performance flagship for the XJ range with power up from 550PS to 575PS, delivering 0-62mph in just 4.4 seconds. Jaguar Land Rover's 5.0-litre V8 supercharged engine also provides 700Nm of torque, providing the new addition to the range with effortless acceleration and refinement.

Customers will be able to choose between two bespoke

exterior colour finishes created by Special Vehicle Operations – Velocity Blue and Satin Corris Grey – while additional tailor-made exterior details include a rear spoiler, side sills, front bumper and lower air intakes featuring gloss black surrounds.

Updated exterior badging and twin bonnet louvres mark the vehicle out from the rest of the range, as do the red brake callipers that accompany the 20-inch Farallon gloss-black wheels. Bespoke embossed tread plates alongside intaglio and diamond-quilted seating add a final flourish to the XJR575's interior.



JAGUAR I-PACE CONCEPT NAMED MOST SIGNIFICANT CONCEPT VEHICLE OF 2017

The Jaguar I-PACE Concept has been named Most Significant Concept Vehicle of 2017 at the 16th North American Concept Vehicle Awards. As well as achieving the highest overall score to take away the top honour, Jaguar's all-electric performance SUV also won the Production Preview Concept of the Year category.

The awards, held at the Concours d'Elegance of America, recognise those vehicles most likely to shape the future of the automobile industry. More than two dozen jurors participated in a selection process that involved a total of 24 vehicles, each introduced to North America during this season's auto shows in Los Angeles, Detroit, Chicago, Toronto and New York.

Praised for its beautiful and futuristic design, the I-PACE Concept was described by judge Ashly Knapp as a 'landmark in automotive technology'. Juror Lauren Fix said: "Jaguar has completely improved the brand in so many ways, and the I-PACE Concept presents the new direction."

One of the most visually arresting concepts ever produced by Jaguar, the all-electric performance SUV takes full advantage of the packaging freedom offered by electrification. It previews Jaguar's first electric vehicle, the Jaguar I-PACE, which will be on the road in the second half of 2018.

SOLID SALES IN JULY FOR JAGUAR LAND ROVER

Retail sales for Jaguar Land Rover totalled 46,074 vehicles in July, up 3.6% on July 2016.

Retail sales in July were up 34% year-on-year in China reflecting the introduction of the long wheel base Jaguar XFL as well as strong sales of the Jaguar F-PACE, Discovery Sport and Evoque. Retail sales were down in the UK (1%), Europe (6%), North America (3%) and Overseas markets (6%).

Andy Goss, JLR's Group Sales Operations Director said: "July has been another successful month for Jaguar Land Rover, particularly in China, where we reinforced our commitment to the market by opening our new engine plant in Changshu on 21 July. Year on year, we have seen an increase in sales for Land Rover, led by continuing strong sales of the Discovery Sport and Range Rover. The new Range Rover Velar has already reached customers in the UK and Europe and we anticipate continued strength of sales as Velar continues to go on sale around the world.

Jaguar sales reached 12,964 vehicles in July, down 2% on July 2016. Land Rover retailed 33,110 vehicles in July, up 6% year on year, reflecting the sales of the new Discovery and Range Rover as well as the introduction of the new Range Rover Velar.

JAGUAR LANDROVERS i54 PLEDGE CONFIRMED

Jaguar Land Rover has pledged to maintain investment in its £1bn engine factory despite shock Government plans to ban the sale of new diesel and petrol cars and vans from 2040.

The proposals, unveiled by Environment Secretary Michael Gove, puts the factory – making diesel and petrol engines on the i54 site near Wolverhampton – directly in the firing line.

Reacting to the Government announcement, Jeremy Hicks, UK managing director of Jaguar Land Rover, said: "Customers can be reassured that Jaguar Land Rover is continuing to invest in cleaner technology, with significant investment at our Engine Manufacturing Centre near Wolverhampton, as well as a major hybrid and electrification programme."

He added: "We welcome the clarity provided on the transition to a future where electric cars are the norm. Jaguar Land Rover is already working towards the 2040 timetable in moving to autonomous, connected, electric vehicles."

But he warned there was no guarantee that customers would adopt electric vehicles as quickly as the Government hoped.

And a big question mark hangs over the JLR engine plant after 2040. The luxury car maker has spent almost £1 billion on its Wolverhampton engine factory, which employs 1,400 on the i54 site, and is doubling its size to two million square feet as it ramps up production.



THE TORBAY FLYER

Greetings from the English Riviera

By Harry Kuehling



Greetings from a (mostly) hot and sunny South Devon. The local classic car scene still continues unabated! Once again, hardly a week has gone by without an event to go to including:

- Torre Abbey Show - 16th July
- TOWC Show - 23rd July
- Torbay Steam Fair - 5th August
- Mount Edgcumbe Show - 6th August

TORRE ABBEY CLASSIC CAR SHOW - 16th JULY 2017

This was organised by the West-country Classic Car Club and took place less than two miles away from the house! Quite a small show with approx. 40 cars on display. Our entry included a free ticket for a tour of Torre Abbey and gardens. Natali and I took advantage of this offer (I claimed

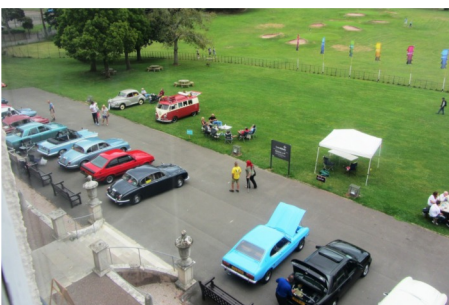
a further reduction for my ticket as a pensioner!). This was our first time to view the inside of Torre Abbey and we were very pleasantly surprised at the well laid out exhibits. The Abbey had received Lottery Funding to help with renovation and setting up the exhibits. Definitely worth a visit. We also enjoyed going around the beautiful gardens. On the same day there were pedal car races taking place on Torre Abbey green with associated stalls and displays. Very enjoyable watching the clowns on the pedal cars and the other displays including some dancing ladies!

TOWC SHOW, PAIGNTON GREEN - 23rd JULY 2017

This was our club's big annual event for which months of planning had taken place. We went to Paignton Green on 15th July to do the marking out according to Rex

Elston's master plan. A group of us went there on that Saturday morning to measure up and mark where posts etc. were to be placed. We also had a separate additional final planning meeting on Thursday 20th July which included distributing dayglo safety jackets, marshals guidance notes and site plans.

On the day of the show (23rd July) all club helpers/volunteers had an early start to set up the tapes, signposts, fencing etc. much as South Wales JEC members used to do for the Tredegar Park shows. I was the second to arrive in the Daimler at 5.40am and took a couple of photos of the sunrise! I had also volunteered to drive Barbara's Jaguar 240 as her car had a tow-bar necessary to tow the club trailer to different parts of the field with all our gear. Barbara did not want to tow the trailer herself

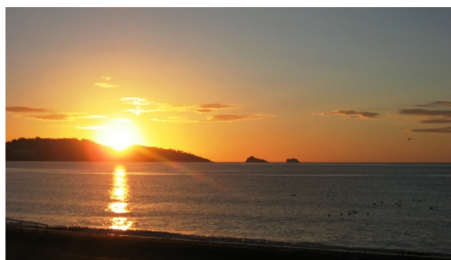


and especially to reverse it back into its allocated parking spot! We completed the work at approx. 8.30am and enjoyed our rolls with bacon, sausage and egg prepared by a group of the TOWC ladies. There was a final tour by Julian (our Chairman), Rex and Martyn Hodge, our Safety Officer, before the early classic car arrivals were allowed onto the field.

My jobs during the day were to marshal the TOWC parking area and also as one of the "official" photographers. I joked I might have problems keeping the TOWC members under control! We had over 50 TOWC members' cars on our designated area - a bit of a squeeze! We also had a couple of star cars on our area - a Ford GT40 replica and a vintage Bentley replica.

I'm pleased to report the day went very well and our gate receipts exceeded the previous year's record gate receipts! It was a little cloudy with a light sprinkling of rain around midday. This worked in our favour as visitors came in off Paignton Beach!

In the early afternoon Natali arrived (by taxi) with a large layered cream cake she had prepared. We then distributed slices to club members dotted (mainly on marshalling duties and looking after the gates) around the field, which was much appreciated. I spent some time going around



the exhibits taking approx. 200 photos for our club album. I also had a ride on the "Wild Mouse" in order to get a higher viewpoint overlooking the field. I managed to take a few photos of the display area whilst getting viciously bumped from side to side as I couldn't hold on and take photos at the same time!

The prize-giving and presentations took place a little after 4.00pm - delayed a little as people were still coming into the show. We had a local radio personality, David Sheppard, to make the presentations as, unfortunately, there is no "Miss Torbay" this year! We finally packed up after 5.00pm & I was very glad to get home and rest after being on my feet for nearly 12 hours!



TORBAY STEAM FAIR - 5th & 6th AUGUST 2017

This is a very large annual event taking place near Brixham normally over three days. As there had been heavy rain during the week the show on Friday 4th was cancelled in order to allow the fields to dry out & avoid the ground being churned up. This was a very wise decision as when we went on Saturday (5th) the field was dry if still a little soft underfoot. There was a lot to see & do (not just the classic cars) including steam traction engines, tractors, stationary engines, commercial vehicles, trade stalls, birds of prey, vintage ploughing exhibitions, funfair, organ music, a marquee with crafts and other

Continued >





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hobbies etc. Natali & I once again went in our Daimler and joined up with some TOWC members. This was the first event I went to in the Daimler in 2016 after the engine & gearbox rebuild. Far less fraught this year and no serious water leaks! As this is normally a three day event there was an area with a large number of campers, tents and caravans. I bought a telescopic flagpole and can now fly my "Jaguar Racing" flag at future events. I also have a smaller Welsh flag which can go onto the car's radio aerial!

MOUNT EDGCUMBE CLASSIC CAR SHOW – 6th AUGUST 2017

This is a large show based at Mount Edgcumbe alongside the Tamar estuary opposite Plymouth. On this occasion Natali did not accompany me as she had reached saturation level the previous day at the Torbay Steam Fair! I met up with a couple of TOWC members at the Endsleigh Garden Centre near Ivybridge before travelling in convoy to the show via the Torpoint Ferry. We had seven TOWC members' cars on display including a BMW Z3, Vauxhall Victor, Morris 10, Ford Corsair, Ford Capri, MGB Roadster and our Daimler V8 250. Other members were at the Torbay Steam Fair. There was a large number of classic cars on show many of which were on club displays. The JEC display was large

with a lot of cars on display including an E Type & Mk 2 all the way from Germany. I particularly liked the XK140DHC (350AOD) which looked very similar to our old XK140DHC (MWS666).

Natali and I had been to this show two years previously but we did not go around the house itself. I took the opportunity this time (and the special rate reduced from £7.60 to just £3) to look around the house, gardens and other buildings at the top of the hill. We were probably too lazy to walk up the slope to the house in 2015! It was very interesting learning about the history, as well as the rebuild of the house after being bombed in 1941. One of the eccentric lady owners used to keep a pet pig which she even took with her to London!

One of the TOWC members (Phil) had asked me to keep an eye open for a Jaguar Mk 2 for sale as he had been looking for such a car for a while. I spotted a very nice Jaguar 240 (PAF15G) with a "for sale" sign on the windscreen. After viewing it together with Phil at the owner's house near Tavistock, I'm pleased to report that Phil bought the car!

It was a little disappointing to see some exhibitors leave the show as early as 1.30pm. I finally left at about 4.30pm following Julian & Sue in their Morris 10 and Dave in his Capri. Julian knew of a back route to get to the Torpoint Ferry avoiding the traffic jams and queues. This worked a

treat & we had no delay in boarding the ferry.

CLUB MEETING – THURSDAY 27th JULY 2017

Natali and I missed this meeting as we were visiting Cardiff and Birmingham. We have since received the newsletter confirming the record gate receipts for our show on Paignton Green. The newsletter also included a lot of photos taken by Natali and me!

...and finally:

Seen on Facebook:

Had a lovely family holiday in Paignton this year but disappointed with the irregular tide times at the beach so won't be returning next year!

Teacher Arrested:

A public school teacher was arrested today at John F. Kennedy International airport as he attempted to board a flight while in possession of a ruler, a protractor, a compass, a slide-rule and a calculator.

At a morning press conference, Attorney General Jeff Sessions said he believes the man is a member of the notorious Al-Gebra movement.

He did not identify the man, who has been charged by the FBI with carrying weapons of math instruction.

...Al-Gebra is a problem for us', the Attorney General said. 'They derive solutions by means and extremes, and sometimes go off on tangents in search of absolute values.' They use secret code names like "X" and "Y" and refer to themselves as "unknowns" but we have determined that they belong to a common denominator of the axis of medieval with coordinates in every country.

As the Greek philosopher Isosceles used to say, "There are 3 sides to every triangle."

When asked to comment on the arrest, President Trump said, "If God had wanted us to have better weapons of math instruction, he would have given us more fingers and toes."

White House aides told reporters they could not recall a more intelligent or profound statement by the President.



Berkeley Castle

CLASSIC CAR SHOW & COLLECTORS FAIR

Great venue but what about the weather? These seven words pretty much sum up our annual pilgrimage to the Berkeley Castel Car Show, it sees that July can't be relied on for good weather.

As usual the meeting point was on the Wye Valley Link road lay bye, just short of the M48 old Severn bridge. With six cars we convoyed on to the car show which only took 25 minutes including the Severn River crossing on the old bridge and a gentle drive through country roads in the English country side.

This is a great venue for a car show that is held in a meadow below the castle, one of its defence features as this meadow could have been flooded in medi-aeval times to protect it. The castle was built for war and was one of the March Castles, built to keep out the Welsh. Well it didn't work because we made it! It is home to the Berkeley Family and has been for 850 Years. Indeed they are one of only three families in England who can trace their ancestry from

father to son back to Saxon times. The Castle is the oldest building in the country to be inhabited by the same family who built it.

The Contents of The Castle reflects the history of the place. They include Francis Drake's cabin chest, Queen Elizabeth I's bedspread, and the banner that the 4th Earl of Berkeley took with him to the Battle of Culloden. Many of the unusual tapestries, paintings, ceramics and silverware, have their own story to tell.

We found a nice spot by the riverbank allowing plenty of room to set up our gazebo with cars either side. We now have now got erecting the gazebo to a T, giving plenty of time to set up the cooker and get the bacon sizzling in the pan. Much to Colin's excitement Paul had bought a new bottle of brown sauce and the cheesy

bacon rolls were as welcome as ever.

Soon it was time to strike out, firstly to see what the traders had on offer, Of course we knew we were onto a loser as both Norman and Graham had already rummaged through the various stalls and it was unlikely that we would find much of interest once they had stripped out all of the goodies.

We did find one item, which was a giant fibreglass ice cream cone complete with chocolate finger least as tall as Andy. Of course we are not quite sure now how to address Andy, now that he has committed the vile sin of buying (Shhhh!) an Aston Martin DB7 and, worse, financing it by selling an XJS. Should it be Martin, one of the Aston Martins? No, on





second thoughts it should be Mr Whippy after his favourite ice creams, many of which we are expecting him to buy for us at Silverstone. Lack of cash will be no excuse!

We were surrounded by a wide variety of British cars together with quite a large number of American ones, some dating back to the 20's. Unfortunately there is a 1983 cut-off date for show car entries so a number of our members were excluded although (and don't tell anyone) a certain Scott arrived in style in his XJ Sport and it didn't look 34 years old to me!

I love the variety of cars ere, most of which don't venture across to Wales to car shows, a great cross section of British cars from all ages plus a large number of Americans, including

some beautiful 1940's convertibles.

All too soon it was time to pack up and go home. We had heard that the Westbound tunnel at Newport was closed for repairs, so we took the A48 from the Coldra avoiding what were certainly going to massive jams and quickly got home.





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Photo: Stirling Moss Collection

"Mike Hawthorn and I remained good friends on and off the circuits throughout our careers. On this day in 1955, I had asked Mike if he would like to drive my Maserati at Crystal Palace in a formula one meeting. Our pre-race discussion must have been spot on because he won the race by nearly two seconds."

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E1A Prototype

60th Anniversary Commemorative Run

This event had all of the makings of a great day out but most of us were disappointed, so what went wrong? Well before we get to that, here we were, up in the Brecon Mountains on a Saturday in July in the pouring rain (well, it is the British Grand Prix weekend, so what can you expect?) surrounded by some of the most exotic Jaguars, made up of E-Types, XK's, C and D-Type reincarnations and some pretty well known Jaguar characters from the past and taking part in a one - off event. So why were we here?

Lets go back a bit in time: In the spring of 1957, sixty years ago, there emerged from Jaguar's experimental department an extraordinary prototype sports car with an amazing performance and stunning looks. It was the first iteration of what was to become the Jaguar E type, the car which some have said defined the spirit of the 1960s and which, on its launch in March 1961, the rich

and famous clamoured to buy.

That first prototype, called E1A within the factory, was evolved by Bill Heynes, Jaguar's chief engineer, and was used to test all the main engineering features of the E-type to come.

Then on an extraordinary occasion this top secret car was lent by Jaguar's founder, Sir William Lyons, to Lt. Col. Christopher Jennings MBE. Jennings, apart from being High Sheriff of Carmarthenshire, was the editor of *The Motor*, a leading British weekly magazine.

Jennings lived near Kidwelly in Wales and had told Sir William about his "test run course" between Brecon and Carmarthen, over which an Aston Martin "with Le Mans engine" had set the fastest time. "Knowing this", said Jennings later, "Sir William said he had a proposition to make. It was that he would lend my wife and myself a prototype of an entirely new model [and] we should then

make the run with a view to comparing it with the Aston Martin and other fast vehicles driven on that route."

In May 1958 Jennings collected the "very beautiful" pastel-green two-seater from Jaguar's Coventry factory, where it was in the care of chief test development driver Norman Dewis, and drove it home to Kidwelly. "On Sunday morning, soon after 7am in perfect conditions we made a 20 mile warm-up run and then 'had a go'. The result was almost fantastic..." Indeed it was: they averaged just over 70mph from Carmarthen to Llandovery, this at a time when many family saloons would be hard pushed to achieve 70mph flat out! Over the full 48.5 mile route in those pre-speed limit days they averaged 67.7mph, easily beating the Aston's time - which Margaret (a former race and rally driver herself) equalled on the return journey home "at a fast touring speed".

All this and more is recorded shortly afterwards in a confidential memo penned by Christopher Jennings to his

Continued >



managing director at Temple Press. This concluded by observing "that the new Jaguar is a potential world beater" – and the production E-type, when it was announced in March 1961, instantly became exactly that!

So, the event we were participating in was a re-enactment of the run, some 59 years after the event. I decided to stay the night before in the Castle Hotel Brecon to observe the press launch of the event that was organized by Jeff Davies, and join the crews of the historic cars in a dinner. Peter was also there and David and his wife. The other members of the JEC South Wales Region motored up on the day of the event.

At the dinner in the evening before the run, we heard from several of the attendees

books, including the not to be missed one on Norman Dewis's career, and had an interesting chat.

The prototype, E1A, was in essence a D Type with a new body and incorporated the new caged independent rear suspension. Interestingly, all the published information relating to E1A's size refer to it being smaller than the eventual E Type but a couple of guys were at the dinner who recreating the prototype with some of the original aluminium (the "A" in E1A) panels and they explained that the lengths were identical, the difference is explained by the addition of bumpers to the production car which seem to have been missed everyone! It was a couple of inches narrower than the E type, weighed around 1800 lbs and



including Jonathan and William, son and grandson of Bill Heynes, Jaguar's first Chief Engineer recruited in 1935. He was responsible for the famous XK engine and directed a number of development programmes including the C Type, D Type, MkII, E Type and XJ6, retiring in 1969. Jonathan showed us some original blueprints which had never been seen before and revealed a number of concept drawings showing half a dozen different designs for the E Type shape. Jonathan told us he had known Norman Dewis since he was a very young lad and often his father used to send Norman out to pick Jonathan up from School. I sat next to Paul Skilliter who has written many interesting Jaguar

had (it is believed) the 2.4 litre engine which developed 220bhp and revved to around 8,000rpm.

We drove the same route as was originally run but in reverse, starting at The Castel of Brecon Hotel. The hotel was formerly an 11th Century Norman castle, then an early coaching inn and later the residence of the Morgans of Tredegar Park. In 1809 part of the castle ruins and outbuildings were renovated by Sir Charles Morgan to become one of the first 'modern' hotels in Wales. We ended the run at Christopher's old house at Gelli-Deg, Llandyfaelog, Kidwelly, Carmarthenshire but on the way we stopped for a civic reception at Carmarthen, Carmarthenshire.

At Camarthen, the town so much associated with Christopher Jennings, the cars were greeted by the mayor, with a civic reception laid on. The Jaguars were on display in the St Catherines Walk centre for viewing by the public, although Colin and a couple of others ended up in a car park on the side of town due to the general confusion in the driving instructions. Such an exclusive line-up of sporting Jaguars to be on view at both Brecon and Camarthen on has probably never been seen in any Welsh town centre before.

Edwin Atkinson is Christopher Jennings's cousin and he now lives in the house, Gelli-Deg. Each car was meant to be photographed in the same spot as E1A appears in all the photographs, in front of the coach house, but

Norman Dewis OBE, by far the most important guest on the occasion in the most important car (77RW) was stuck in the car park hemmed in by a unknown persons car, whereas he should have been leading the event. 77RW was Norman's main 'open' E-type test car and the one tested by The Motor in 1961, it is now privately owned but is on permanent loan to Jaguar Heritage.

Norman reported directly to chief engineer W.M Heynes, whose son and grandson we had met the night before, and so is a direct link to the remarkable cars produced from 1952 -- when he came to Jaguar -- until 1985 when he retired. Following the Le Mans winning C-type and D-type (Norman was also in the 1955 Jaguar works team at le Mans), he went on to carry out virtually



this never happened. The original plan was to proceed to Pendine where all the early land Speed records were set and then back to the Castle hotel in Brecon, but the weather was so poor that most of us decided to make our way home.

The cars were meant to be flagged off from the Castle Hotel by the Mayor of Brecon, although this plan fell by the wayside. The road was also meant to be closed by the police to allow all the cars in the convoy to drive out in one continuous line on to the A40 from the hotel. Jeff started the run with some of the faster cars, leaving the rest of us to sort out the confusion in the car park. Unfortunately, and more seriously,

all the testing of E1A. The E-type itself followed.

We were shocked by the treatment of this venerable (he is now a sprightly 97 years young) gentleman, he should have been given the courtesy of leading the event and at no time was his contribution to the development of the legendary E Type recognized nor his legendary drive through the night in the show car, 77RW, the launch in Switzerland in 1961.

So that is why so many of us were disappointed with this event which had all of the ingredients of a really good event, despite the poor weather, as it suffered from a complete lack of detailed organization, despite some 3 years being taken to arrange.





SilverstoneClassic **28/29/30 JULY 2017**

Letitia Mace gives us a run down on this years Silverstone Classic sights and sounds, and lowdown on the amazing display of 40 legendary XJ220's.

THURSDAY - SET UP

Rob and I arrived early on Thursday morning, thinking we had beaten Helen Hodgson, James and Jenny Blackwell, as the van was not on The Banking at Copse, so we parked up and went off for breakfast in the on-site cafe.

We returned to find Helen, James and Jenny hard at

work setting up the mobile shop and awning. Once done, it was time to erect the club marquee and put the furnishings, flags etc in place - not forgetting our WELCOME arch to guide our members onto The Banking.

After this we took advantage of a little time to go visit the pits and watch some of the practice laps and then check in to our

hotel for the weekend - a no expense spared Travelodge in Northampton!

FRIDAY - DAY 1

A group of members from the South Wales JEC Region who regularly support the club at Silverstone Classic arrived early, led by Colin Manconi in his XJ220, and stayed on for the duration of the event helping with raffle ticket sales, recruiting new members, shop sales and breakdown.

As this is the quietest day of the three, Rob and I took Helen Hodgson over to the Jaguar Experience where they were drifting F-types and going through yet another lorry load of Pirelli tyres! Helen enjoyed her experience as a passenger, and





commented that the driver was even more of a loony than Rob Jenner! Rob and I both followed Helen and enjoyed an amazing experience as a passenger drifting in an F-type Coupe. Last year we had opted to go in the XE drift car, which was even more lairy, but this year only the F-type was available, so we were doubly glad that we had chosen the XE last year as we have now experienced the amazing capabilities of both of these up-to-date models.



Later on, as club members were finishing for the day, Rob and I escorted Colin and Michael Manconi's XJ220 down to the pits, in our X350, to join the other early arrivals ready for the XJ220 parade on the following day. We met up with Tony O'keeffe and at his invitation went over to the Jaguar Hospitality suite, and from there we were very privileged to be taken up to The Wing where we watched the Jaguar Classic Challenge from



the balcony overlooking the pits and pit straight.

SATURDAY - DAY 2

This has become the busiest day of the event and for me this was the best day of the three.

In collaboration with Silverstone, Don Law had organised a celebration of the 25th Anniversary of the XJ220. Forty XJ220's met up in the pit area - a number never seen before in





one place (apart from the factory, maybe?). One more XJ220 was tucked away at the back of the Jaguar Hospitality suite, that being the original prototype built by the Saturday club, bringing the total to 41.

A parade was scheduled for the afternoon - two laps of the legendary Silverstone circuit. Aside from the owners, some celebrity drivers had been invited to drive the cars, including Jim Randle and Keith Helfet. One of the cars in the pit area was Nigel Webb's XJ220 which has been re-modelled and had a V12 installed to create as near as possible a replica of the original XJ220 concept car. The car has been with Don

Law for 5 years and this was its first public outing.

JEC members driving their cars in the parade included Colin Manconi, Nigel Webb, Rick Wilmott and John Butterworth. John Butterworth very kindly invited me to be his passenger in the parade, so I had my first experience as a passenger in an XJ220 on the legendary Silverstone circuit - what an amazing and very touching experience this was! Rob was left on the pit lane to take photo's and I was astonished as we entered the pit lane and I saw Tony O'keeffe waving to me - usually he is the one in the parades and I am watching!

Following the parade,



this very special day ended with drivers and invited guests retiring to the Jaguar Hospitality Suite where Jim Randle and Keith Helfet spoke about the XJ220 and Elizabeth Walkinshaw (Tom's widow) cut an XJ220 celebration cake which went down very well with champagne and good company!

SUNDAY - DAY 3

Another busy day, but almost an anti-climax after the excitement of the day before.

Members cars on the JEC stand included Swallow Jaguar's Palmersport XKR, Neil Blaxill's modified Mark 2, known as 'Mr Blink', Dave Bradbury's Lister Le Mans, and a Project 7 belonging to





to a new member. Colin Manconi's XJ220 returned to the club stand after the XJ220 parade and joined our 'headline display' of sporting and modified Jaguars, in keeping with the venue!

Ron Sidle brought his replica C-type and Mr Jenner offered a valet parking service, which Ron Sidle accepted!

The Palmersport car had awesome power - it attracted an audience when fired up and when revved hard, set off the alarm on our X350 which was parked about 6 feet behind it!

Among all those Jaguars were only two XJ40's - Keith Hurlock's being one of them. At the other extreme I found three of the relatively rare 3.6 manual



variant of the XJ-S. Other rarities included an XKR Silverstone and three Mark 1's.

Wandering across to the JDC stand we found C-type MDU 212 which, fitted with prototype disc brakes, won at Rheims in 1952, with Stirling Moss driving at an average speed of over 98 mph! This was the real car - NOT a replica!

Wandering yet further afield, we found a prototype Triumph Hatchback featuring different treatment to either side, it was put up to customer clinics to assess preferences in styling, but unfortunately never went into production. It is a favourite of Rob Jenner's, as this and other prototype Triumph's were

regular visitors to his home in Kenilworth when his father was an engineer at Triumph, before the company closed down and he was selected to go and work for Jaguar.

Thankfully this year, although the weather was generally overcast, the event stayed dry for all but a couple of short showers over the 4 days from set up to breakdown which allowed the racing to go on uninterrupted by the weather and provide an entertaining back drop to the amusements, shops and club stands which we all associate with Silverstone Classic.

A great event that is growing every year - help us make it bigger and better next year!





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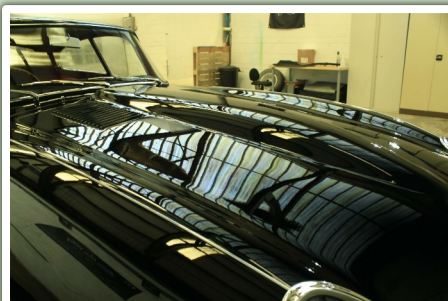
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SOUTH GLOUCESTER SHOW 2017

held on the 5th & 6th August at the Windmill Fisheries Show-ground, Westerleigh Road, Bristol, The South Gloucestershire Show is a celebration of life in South Gloucestershire and a showcase for lifestyle and leisure in and around the county.

The South Gloucestershire Show is a celebration of life in South Gloucestershire and a showcase for lifestyle and leisure in and around the county.

It brings together the people of South Gloucestershire for a weekend of fun and entertainment. They have a full weekend of local bands and artists as well as over 200 confirmed exhibitors, sports acts and gymnastic displays and a jam packed kids show there is so much to do for all the family.

As planned about a dozen of us met up on the Chepstow link road near the old Seven Bridge and left at 8.15 am. Unfortunately we had one interloper, Andy turned up in his newly purchased Aston Martin! After lots of banter. "You must be going on the Aston Martin Stand as you won't be allowed on our Jaguar Stand" we finally agreed he could go on the far end of the stand! The weather was dry and we had a good run up to the Windmill Fisheries Showground. The JEC Bristol Region had already arranged the stand and

put up their gazebo. They always make us very welcome.

In previous years Graham Searle has always organised the car side of the event, but this year he was fully focused on our Windsor Event and as the event is now established stood back to allow other people to organise it.

As we arrived at the showground we had to show our tickets and I mentioned to the woman on the gate that we had a Aston Martin at the back of our queue and as a joke would she please tell him that there was not an Aston Martin stand here and he would have to go back home! When Andy parked up you can guess who he blamed for that! Well he could have brought his Jaguar!

The stand was a bit small for all our cars but we managed to squeeze on. I think next year we need to ask for a larger stand. The Mercedes Club alongside had a stand twice our size and only half filled it.

We soon had the gazebo erected and Paul soon got to work cooking the bacon for the

bacon rolls. After a cup of tea or coffee and a couple of bacon rolls it was time to investigate the other events at the show.

In the arena there were several different events:

Steve Colley Motorbike Display. Steve is one of the worlds' best trials riders and filled the Main Arena with his dazzling tricks and stunts. He is the only trials rider in the world to perform (or who is mad enough to perform) the famous 'Mono Bike' stunt, involving a bike with no front wheel or brake! Rockwood Dog Display was also brand new for 2017. Visitors of all ages loved the talented dogs as they performed obedience and agility, demonstrating their skill and courage. The display culminated into an exciting relay race - who's the fastest dog in town? People cheered on their favourites at this year South Gloucestershire Show.

The Ham National! Five of the world's top athletes trotted through the Main Arena - of course these athletes are not those you see in the traditional world of sport - they're pigs!

Continued >





The racing was in aid of the 2017 Nominated Charity, Meningitis. The pigs are trained and the family pets of Joseph (of Josephs Amazing Camels last seen at the South Gloucestershire Show 2015). That year the JEC sponsored camel won the Camel Race. Rumour has it that Graham Searle was under the Arab robes on the winning camel but he flatly denies it! I know it was not true because he was in the beer tent with Norman and I.

The Bristol Motor Club returned with the all time favourite 'Autosolo' competition! If you wanted to show off your driving skills then you had to give this

one a go! Members of the public were given the chance to get behind the wheel on the dirt track to face the challenge of the 'race against the clock'. If that wasn't enough to get those engines going, the 4x4 Experience was back at SGS17. Show sponsors S J Cook and Sons returned with the Dacia Duster on hand to give South Gloucestershire Show guests an opportunity like no other.

This year's motoring event was again full of motoring greatness. Whether it is the classics you enjoy or something more modern, the MotorZone was the place for you.

The event showcased over 400 vehicles including Pre-War Cars and Post-War Classic Cars, plus later Sports and Grand Touring cars and other cars of special interest, including Kit Cars, Specials, Replicas, American Cars, Custom and Modified cars. There were also numerous fantastic new cars displayed including Pre-War and Post-War Classic motorcycles.

One of the nation's oldest motor sports organisations, The Bristol Motor Club, put on a driving exhibition and held a "race against the clock" competition, also known as 'Autosolo', giving members of the public a chance





to prove their motoring skills whilst trying to top the South Gloucestershire Show's leader board. It is not just pride at stake there were even rumours of a trophy for the winner!

As you can see there was a lot going on at the Show-ground with dozens of different food stalls, a large fairground, an Art & Craft marquee and a large beer tent.

In the afternoon a challenge was laid down by Andy to Scott and myself to have a go at the clay pidgin shoot. The lowest score buying the ice creams. Scott had already tried this out in the morning so had a head start

and despite Andy's denials I do remember him telling me in the past that he had done this many times with the bank! He was just too confident that he would not be buying the ice creams! The result was hotly disputed but in the end Mike offered to buy the ice creams so the argument was settled.

Andy then went off to hand out posters for his Ponthir event. We saw him walk back towards the Jaguar stand talking to other car club members as he went. He stopped and we watched as he was asked which car was his? The look on his face when he pointed to his car and

found that someone had objected to having an Aston Martin on the Jaguar stand and had put a car cover over his car was a picture! Again you can guess who got blamed, but this time I was only part to blame as Derek from the Bristol Region, who has just bought himself an Aston DB7, supplied the car cover and helped fit it.

It was then time to have a slice of Ruth's delicious chocolate cake with a cup of coffee. Ruth makes the most delicious chocolate cake. At about 4.30 we took down the gazebo and made our way home. This is a good show with plenty to do for the family.



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THE JAGUAR MECHANIC & THE DOCTOR

A Jaguar mechanic was removing the cylinder head from the engine of an E-Type when he spotted a well-known cardiac surgeon in the garage. The cardiac surgeon was there waiting for the service manager to come and take a look at his car when the mechanic shouted across the garage, "Hey Doc, want to take a look at this? The surgeon, a bit surprised, walked over to where the mechanic was working.

The mechanic straightened up, wiped his hands on a rag and asked, "Now Doc, look at this engine. I opened its heart, took the valves out, repaired or replaced anything damaged, and then put everything back in, and when I finished, it worked just like new. So how is it that I make £30,000 a year and you make £600,000, when you and I are doing basically the same work?"

The cardiac surgeon paused, leaned over and whispered to the mechanic: "NOW TRY DOING IT WITH THE ENGINE RUNNING."

A BLONDE JOKE THAT YOU MAY NEVER HAVE HEARD BEFORE

She desperately wanted a pair of beautiful alligator shoes. After becoming very frustrated with the attitude of one of the shopkeepers, the young blonde declared, 'Well, then, maybe I'll just go out and catch my own alligator and get a pair of alligator shoes for free!'

The shopkeeper replied with a sly smile, 'Well, little lady, why don't you go give it a try?'

The blonde headed off to the swamp, determined to catch an alligator. Later in the day, the shopkeeper was driving home, and spotted the young woman standing waist deep in the murky water, shotgun in hand. He saw a huge 9-foot gator swimming rapidly toward her. With lightning reflexes, the blonde

humour

Members jokes & anecdotes

took aim, shot the creature and hauled it up onto the slippery bank. Nearby were 7 more dead 'gators, all lying belly up.

The shopkeeper watched in amazement as the blond struggled with the 'gator. Then, rolling her eyes, she screamed in frustrationTHIS ONE'S BARE-FOOT TOO!"

THE UNFAITHFUL HUSBAND

A woman was sure that her husband was cheating on her by having an affair with the maid. So she laid down a trap.

One evening she suddenly sent the maid home for the weekend and didn't tell her husband.

That night when they went to bed, the husband gave the old story: "Excuse me my dear, my stomach aches" and went to the bathroom.

The wife promptly went and got into the maid's bed. She switched the lights off.

When he came in silently, he wasted no time or words but had his way with her.

When he finished and was still panting, the wife said: "You didn't expect to find me in this bed, did you?"

And then she switched on the light.... "No ma'am", said the Gardener.

SELFLESS WOMAN, OR DUMB MEN... YOU DECIDE!

Eleven people were hanging on a rope, under a helicopter, 10 men and 1 woman.

The rope was not strong enough to carry them all, so they decided that one had to leave, because otherwise they were all going to fall.

They weren't able to choose that person, until the woman gave a very touching speech.

She said that she would voluntarily let go of the rope, because, as a woman, she was used to giving up everything for her husband and kids or for men in general, and was used to always making sacrifices with little in return.

As soon as she finished her speech, all the men started clapping....

THE OLD AGE COMPETITION

'Sixty is the worst age to be,' said the 60-year-old man. 'You always feel like you have to pee and most of the time you stand there and nothing comes out.'

'Ah, that's nothing,' said the 70-year-old. 'When you're seventy, you don't have a bowel movement any more. You take laxatives, eat bran, sit on the toilet all day and nothing comes out!'

'Actually,' said the 80-year-old, 'Eighty is the worst age of all.'

'Do you have trouble peeing, too?' asked the 60-year old.

'No, I pee every morning at 6:00. I pee like a racehorse on a flat rock; no problem at all.'

'So, do you have a problem with your bowel movement?'

'No, I have one every morning at 6:30.'

Exasperated, the 60-year-old said, 'You pee every morning at 6:00 and crap every morning at 6:30. So what's so bad about being 80?'

'I don't wake up until 7:00!'

THE POST OFFICE

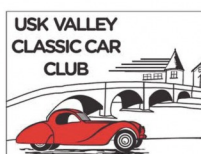
There was a man who worked for the Post Office whose job was to process all the mail that had illegible addresses. One day, a

Ponthir Music & Car Festival 2017

Sunday August 27th

In its 3rd year the car show is supported by the Usk Valley Classic Car Club, Aston Martin Owners Club, & Jaguar Enthusiasts Club and aiming to grow massively in 2017!

Live Music
from 2pm onwards
Hog Roast
Licensed Bar
Pizza Oven
Raffle
Classic & Sports Car Show



All monies raised help this club to keep supporting the local community for another year!

All cars to arrive between 1.30 – 2.30pm, no charge for cars or passengers, club flags/tents welcome. There will be signs if coming from the Cwmbrian direction through Llanfrehfa - just after entering Ponthir, turn right at The Star Inn, pub. If coming from Newport, drive through Caerleon, following signs to Ponthir and take a left at The Star Inn pub - Postcode NP18 1GA.

Contact Andy on 07771 852703 with any queries.

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17
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CALENDAR

WHAT'S ON IN 2017

AUGUST

27 Ponthir Music & Car Festival

SEPTEMBER

2 Beaulieu International Autojumble

8-10 Goodwood Revival

17 The Big Welsh Classic Car Show, Chepstow

OCTOBER

7 Castle Combe Classic Action Day

8 Malvern Classic Car Show

8 Jaguar International Spares Day Stoneleigh

25 JEC Track Day At Castle Combe

NOVEMBER

TBA Jaguar Enthusiasts' Club National AGM

10-12 Lancaster Classic car Show - NEC

DECEMBER

TBA Regional Christmas Dinner

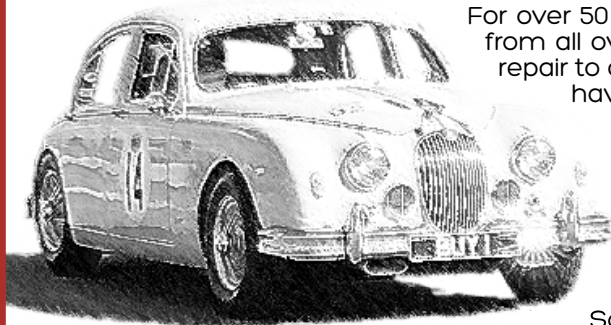


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South Wales Region Monthly Meetings

Held on the **3rd Wednesday** of each month we meet at the BBC social club in Llandaff, Cardiff at 7.30pm.

All club members and potential members are always welcome. Our meetings are informal and friendly and we look forward to meeting you!

2017/ 2018 Dates

Wednesday 20th September 2017	Wednesday 21st March 2018
Wednesday 18th October 2017	Wednesday 18th April 2018
Wednesday 15th November 2017	Wednesday 16th May 2018
Wednesday 21st December 2017	Wednesday 20th June 2018
Wednesday 17th January 2018	Wednesday 18th July 2018
Wednesday 21st February 2018	Wednesday 15th August 2018

BBC Social Club, Llantrisant Road, Llandaff, Cardiff, CF5 2YQ

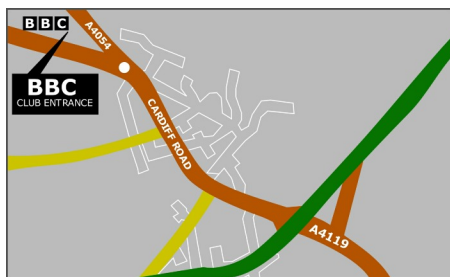
HOW TO FIND OUR MEETINGS:

DIRECTIONS TO GET TO THE BBC CLUB, LLANDAFF, CARDIFF.

Leave the M4 at Junction 29 signed A48M. Travel along the dual carriageway for about 6 or 7 miles until you reach the traffic lights by Tesco (on left). Go straight on over the river bridge and through the next set of lights. Just after the footbridge take the next fork left along Mill Lane signposted Llandaff Cathedral.

At the next traffic lights turn right. Go straight through the next traffic lights (crossing the A48 dual carriageway again) and travel northwards until you reach a mini roundabout. Take the first exit off the roundabout signposted Llantrisant. After about 100 yards there is a high grey stone wall on the right hand side. The entrance to the BBC car park is through this wall. Bear immediately left and then turn right. The club is the single storey, flat roofed building on the left across the field. The BBC studios are beyond the club and are about 5 storeys high.

Walk to the entrance of the club and press the buzzer on the right of the door. The barman will then open the security door. Our meeting room is straight ahead through the next door.



Committee Members

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Mobile: 07977 474637

SECRETARY

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Telephone: 07771 852703

Colin Masterson
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colin.masterson@jecsouthwales.co.uk

If you are interested in becoming a committee member or helping organise any club related activities, please feel free to contact



Tel: 02920 540800

Fax: 02920 541313

Web: www.cardiffjag.co.uk

Email: nick@cardiffjag.co.uk

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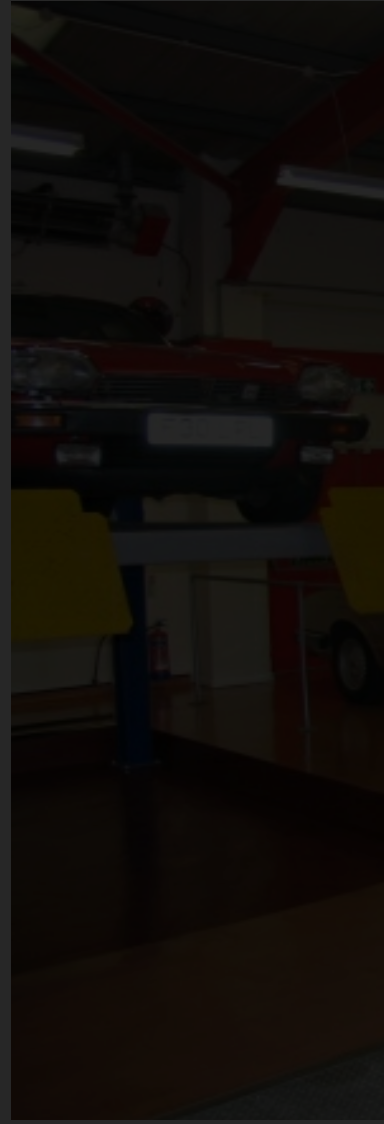
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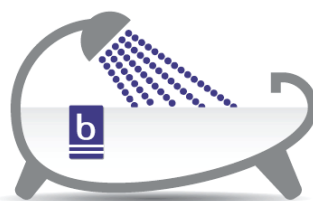
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